2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

59

Middlesex County Town of Urbanna

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					IVIIC	Julesex IV	iaiiileiia	nce Are	1							
Route	Length	AADT	QA	4Tire	Bus		3+Axle			\cap C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:		Langasts	er County	Lina	ī							
3	5.84	5500	G	92%	1%	3%	1%	3%	0%	F	0.084	F	0.526	5500	G	2002
	2.45	6100	G	From: 92%	1%	N SR 33 I	Harmony V	Village 3%	0%	С	0.081	F	0.569	6100	G	2002
3	3.45	6100	G	9270	1 70				070	C	0.061	Г	0.509	0100	G	2002
(3)	3.20	6000	G	From: 92%	1%	3%	Near Hart 1%	3%	0%	F	0.088	F	0.528	6000	G	2002
3				To:	.,.		s County I					-				
~~~				From:			er County	Line								
17	0.81	11000	G	96%	0%	2%	0%	1%	0%	F	0.077	F	0.536	12000	G	2002
				From:		US 17; S										
17	1.02	5500	G	96%	0%	2%	0%	1%	0%	F	0.076	F	0.514	5600	G	2002
	2.79	6100	G	From: 96%	0%	Bus US 17 2%	North of 0%	Saluda 1%	0%	F	0.079	F	0.504	6200	G	2002
17	2.19	0100	G	90 /0	0 70				0 70	ı	0.079		0.304	0200	G	2002
17	2.38	5000	G	From: 96%	0%	2%	03 Warner	1%	0%	F	0.083	F	0.507	5100	G	2002
				To:			59-602									
17	7.46	5500	G	96%	0%	2%	0%	1%	0%	F	0.081	F	0.546	5600	G	2002
<u> </u>				To:		Essex	County Li	ine								
Bus				From:			outh of Sa									
Bus 17	0.80	7300	G	91%	1%	3%	1%	3%	0%	F	0.078	F	0.608	7300	G	2002
				From:		SR	33 Saluda									
Bus 17	0.83	3500	G	91%	1%	3%	1%	3%	0%	F	0.091	F	0.54	3400	G	2002
<b>&gt;</b>				To:			North of Sa									
(33) (17)	0.81	11000	G	From: 96%	0%	Gloucest 2%	er County 0%	Line 1%	0%	F	0.077	F	0.536	12000	G	2002
33) (17)	0.01			To:		RT 17 SOU				-	0.0	•	0.000			
Bus	0.00	7200	•	From:					00/	_	0.070	F	0.600	7200	_	2002
33 [17]	0.80	7300	G	91%	1%	3%	1%	3%	0%	F	0.078	Г	0.608	7300	G	2002
22	1.78	9600	G	From: 92%	1%	2%	SUS SALU 2%	3%	0%	F	0.08	F	0.548	9600	G	2002
33)	1.70			To:	170		Cooks Co			•	0.00	•	0.010	0000		2002
33)	2.93	9600	G	92%	1%	2%	2%	3%	0%	F	0.080	F	0.507	9600	G	2002
33				To: From:			59-619		1							
33	2.18	9300	G	92%	1%	2%	2%	3%	0%	F	0.081	F	0.508	9300	G	2002
$\smile$				To: From:		SR 3 Ha	ımony Vil	llage	-							
33) (3)	3.45	6100	G	92%	1%	3%	1%	3%	0%	С	0.081	F	0.569	6100	G	2002
				To: From:		SR 3 NEA	R HARTI	FIELD	-							
(33)	2.15	5200	G	94%	0%	4%	1%	1%	0%	F	0.085	F	0.526	5100	G	2002
	4.00	2422		From:	00/		59-628	40/	00/		0.004		0.504	0.400		
(33)	4.26	6400	G	94%	0%	4%	1%	1%	0%	F	0.091	F	0.524	6400	G	2002
	2.00	3200	G	From: 94%	0%	4%	59-636 1%	1%	0%	F	0.09	F	0.549	3200	G	2002
(33)	2.00	3 <b>2</b> 00	G	94% To:	U%		1% gray Point		U 7/0	۲	0.09	۲	0.549	3200	G	2002
				From:			Cooks Cor									
227)	2.35	4000	G	97%	0%	2%	0%	1%	0%	F	0.084	F	0.565	4000	G	2002
				To-		EC	L Urbanna	1								
Town of Urbanna				From:		EC	L Urbanna		I							
227)	0.63	4000	N	97%	0%	2%	0%	1%	0%	Ν	0.084	Ν	0.565	4000	N	2002
				To:		WC	L Urbanna	a								
Middlesex County				r. I			177 :		-							
600	0.20	40	R	From:		D	ead End				NA			NA		05/03/200
(600)				To:		Essex	County Li	ine			, .					
		_	_										_	_		

					iviiu	diesex iv	/laintenar	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:			US 17		1							
(601)	1.50	60	R								NA			NA		05/03/2000
				To:			ead End									
	2.81	320	G	97%	0%	King & Qu 2%	een County 0%	y Line 1%	0%	F	0.085	F	0.56	310	G	2002
602	2.01	320	G	97 70 To:	070		7 NORTH		0%	г	0.065	г	0.56	310	G	2002
				From:		US I	17 SOUTH									
602	2.78	1400	G	97%	0%	2%	0%	1%	0%	F	0.086	F	0.564	1400	G	2002
	2.75	2400	G	From: 97%	0%	2%	59-637 0%	1%	0%	С	0.09	F	0.593	2400	G	2002
602	2.13	2400	G	70:	0 70		URBANN.		0 /0	C	0.09	•	0.595	2400	G	2002
				From:	]		ieen Count		1							
603	1.30	430	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.507	430	G	2002
				To: From:			59-612									
603)	1.97	340	G	98%	1%	1%	0%	0%	0%	F	0.107	F	0.523	340	G	2002
				To: From:			US 17									
603	2.33	550	G	98% To:	1%	1%	0%	0%	0%	С	0.107	F	0.5	540	G	2002
				From:			59-602									
(604)	0.75	100	R			D	ead End				NA			NA		1997
(604)	00			To:		59-60	05 NORTH									
$\bigcirc$	4.00	240	,	From:		59-6	05 SOUTH				NIA			NIA		4007
604)	1.00	210	R								NA			NA		1997
_	2.05	60	R	From:			59-648				NA			NA		05/01/2000
604)	2.03	60	K	To:		D	ead End				INA			INA		05/01/2000
				From:			US 17		1							
605)	2.22	590	R								NA			NA		05/08/2000
				To:		59-6	04 SOUTH									
605	0.50	180	R						-		NA			NA		05/08/2000
				To: From:		59-60	04 NORTH									
605	0.80	190	R	To:			15.1				NA			NA		05/08/2000
				From:			ead End		1							
(606)	3.29	140	R	r toni.		US	17 SOUTH				NA			NA		1997
000				To:			59-666									
606)	1.23	50	R	From:			39-000				NA			NA		1997
				To:		US 1	7 NORTH									
$\sim$				From:			59-602									
607)	1.53	160	R	To:			59-606				NA			NA		05/03/2000
				From:			59-640									
608)	0.80	160	R				39-040				NA			NA		05/23/2000
000)				To:		D	ead End									
				From:			59-610									
609	1.84	270	R	т			0.1020				NA			NA		05/03/2000
				To:			59-1030									
610	0.60	560	R	Finit.			59-602				NA			NA		05/03/2000
610	0.00			Tar			59-609									30.00.2000
610	2.30	280	R	From:			ンノーロロブ				NA			NA		05/03/2000
				To:			59-640				-			-		
				From:		D	ead End									
611)	0.30	40	R	T.			110.15				NA			NA		05/03/2000
				To:			US 17									

Pouto	l anath	AADT	04	4Tire		dlesex Mainten			QC	Peak	QK	Dir	AAWDT	O\^/	Voca
Route  Middlesex County	Length	AADT	ųА	4 I Ire	Bus	2Axle 3+Axl	e 1Trail	2Trail	QC.	Hour	QK	Factor	AAWDI	ŲW	Year
				From:		59-603									07/00/0000
(612)	2.60	300	R	To:		59-602				NA			NA		05/03/2000
				From:		59-603									
613	0.40	70	R	_		37-003				NA			NA		05/03/2000
				To:		US 17									
				From:		US 17 SOUT	Ή								
614)	0.80	70	R							NA			NA		1997
	0.50	70		From:		59-618		-		NΙΛ			NIA		4007
614)	0.50	70	R	To:		US 17 NORT	`H			NA			NA		1997
				From:		Dead End									
615)	0.55	80	R	<u> </u>						NA			NA		05/03/2000
				To: From:		US 17									
615)	1.80	210	R	From:						NA			NA		1997
				To: From:		59-616		ŀ							
615	0.99	1400	G	97%	0%	2% 0%	1%	0%	С	0.098	F	0.566	1400	G	2002
				To: From:		59-602 WES 59-602 EAS									
615)	1.00	450	R	<u> </u>		39-002 EAS	1			NA			NA		06/01/2000
0.0				To:		Dead End									
				From:		59-615									
616	1.42	1400	G	97%	0%	1% 0%	1%	0%	С	0.100	F	0.567	1400	G	2002
				To:		US 17									
	0.17	290	R	From:		US 17 BUS	<u> </u>			NA			NA		05/23/2000
617	0.17	290	K							INA			INA		03/23/2000
617)	0.53	49	R	From:		59-698				NA			NA		05/23/2000
017	0.00	.0		To:		Dead End									00/20/2000
				From:		59-614		Ī							
618)	4.22	90	R							NA			NA		1997
				To: From:		US 17 SOUT US 17 NORT									
618)	0.08	210	R	<u> </u>		US 17 NOR1	11			NA			NA		1997
				To:		US 17 BUS SF	2 33								
618)	0.05	590	R	From:		0017 B00 01	(33			NA			NA		1997
				To: From:		59-674									
618)	1.35	190	R	From:				-		NA			NA		1997
				To:		Dead End									
$\bigcirc$			_	From:		59-629									0=10010000
619	0.50	390	R							NA			NA		05/08/2000
	1.04	660	R	From:		59-620		-		NA			NA		05/09/2000
619	1.04	660	ĸ	. —						NA			INA		05/08/2000
	0.36	820	R	From:		59-668				NA			NA		05/08/2000
619	0.30	020	K	To:		SR 33 EAS	Γ			INA			INA		03/00/2000
$\sim$				From:		SR 33 WES	Γ								
619	0.60	230	R							NA			NA		05/17/2000
	2.22			From:		59-669				N 1 A			N. 1. A		05/47/0000
619	0.20	20	R	To:		Dead End				NA			NA		05/17/2000
				From:		59-619									
620)	1.20	290	R	<u> </u>		29-019				NA			NA		1997
(620)	-	-		To:		SR 33									
620	0.60	90	R	From:		SR 33				NA			NA		1997
				To:		Dead End									

						ulesex ivialitieria	11007110	_							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:		SR 3		I							
621)	0.74	280	R	<u>.                                    </u>						NA			NA		1997
				To		Dead End									
$\bigcirc$				From:		59-623									
622	0.77	3400	G	96% To:	1%	2% 0%	1%	0%	С	0.087	F	0.549	3300	G	2002
				From:		SR 3									
(000)	0.49	3400	G	96%	1%	59-624 <b>2% 0%</b>	1%	0%	С	0.086	F	0.525	3300	G	2002
623	0.40	0400	Ū	To:	170		170		Ü	0.000	•	0.020	0000	Ü	2002
622	0.80	350	R	From:		59-622				NA			NA		1997
023)				To:		59-661									
623 623	0.10	160	R	From:		39-001				NA			NA		1997
023)				To:		59-704									
623	0.10	30	R	From:		39-704				NA			NA		1997
023)				To:		Dead End									
				From:		59-626									
624	1.30	3300	G	96%	1%	2% 0%	1%	0%	С	0.084	F	0.512	3300	G	2002
				To:		59-623									
624	1.20	540	R							NA			NA		1997
				To:		SR 3									
				From:		SR 3									
625	1.40	350	R							NA			NA		05/11/200
$\overline{\bigcirc}$				From:		59-624									
625	3.00	600	G	95% To:	1%	3% 0%	1%	0%	С	0.096	F	0.625	590	G	2002
				From:		59-628									
600	0.43	3800	G	96%	1%	SR 3 2% 0%	1%	0%	С	0.085	F	0.52	3800	G	2002
626 626	0.40	0000	Ū	To:	170		170	<del></del>	Ü	0.000	•	0.02	0000	Ü	2002
600	1.10	580	R	From:		59-624				NA			NA		05/11/200
020	1.10	000	•••	To:		59-625 WEST									00/11/200
				From:		59-625 EAST	1								
626	1.30	430	R	To		D1E1		1		NA			NA		05/17/200
				From:		Dead End									
627)	1.10	160	R	r rom.		59-625				NA			NA		05/17/200
021)	1.10	100		To:		Dead End				147 (			14/1		00/11/200
				From:		US 33									
628	1.00	1100	G	94%	0%	5% 0%	1%	0%	С	0.080	F	0.619	1100	G	2002
				To: From:		59-625									
628	0.45	720	R	From:				<u>.</u>		NA			NA		05/15/200
				To: From:		59-702									
628)	0.85	160	R	rioni.				<u>.</u>		NA			NA		05/15/200
				To:		Dead End									
$\bigcirc$		_		From:		59-707						_			
(629)	2.50	1400	G	95%	1%	2% 2%	1%	0%	F	0.104	F	0.597	1400	G	2002
				From:		59-619					_				
(000)	4.14	760	G	95%	1%	2% 2%	1%	0%	С	0.093	F	0.592	750	G	2002
(629)				To:		SR 33									
				Ero		~ :-									
(629) (629)		110	D	From:		Dead End				NIA			NΙΛ		05/11/200
630	0.70	110	R	From:						NA			NA		05/11/200
(630) (630)		110	R G	From: To: From: 97%	0%	Dead End  SR 3 2% 0%	1%	0%	С	NA 0.097	F	0.581	NA 1600	G	05/11/200

					IVIIU	dlesex Maintenai	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:		CD 22		1							
631)	0.77	1100	R			SR 33				NA			NA		1997
				To: From:		59-716									
631)	0.04	700	R							NA			NA		1997
				From:		59-712		-							400=
631)	0.59	180	R	To:		59-709		1		NA			NA		1997
				From:		Dead End									
632	0.90	220	R			Dodd End				NA			NA		1997
$\bigcirc$				To:		59-633									
$\bigcirc$	0.00	000	-	From:		Dead End				NIA			NIA		4007
633	0.62	260	R	_						NA			NA		1997
(m)	0.80	560	R	From:		59-632				NA			NA		1997
633	0.00	300	IX.	To:		SR 33				INA			INA		1991
				From:		SR 33		ĺ							
634	1.00	290	R							NA			NA		05/17/2000
				To:		Dead End		J							
	0.80	60	R	From:		Dead End				NA			NA		05/03/2000
635	0.00	60	K	To:		59-602				INA			INA		05/05/2000
				From:		SR 33									
636)	1.30	1100	G	95%	0%	4% 0%	1%	0%	С	0.100	F	0.536	1000	G	2002
$\bigcirc$				To-		Dead End									
$\bigcirc$	4.05		_	From:		59-602									1007
637)	1.25	560	R	ļ						NA			NA		1997
	0.10	30	R	From:		59-656				NA			NA		1997
637)	0.10	30	K	To-		Dead End		1		INA			INA		1991
				From:		SR 33 WEST		Ī							
(638)	0.30	70	R							NA			NA		05/17/2000
				To:		SR 33 EAST									
	0.20	400	_	From:		SR 33				NIA			NIA		4007
639	0.30	400	R	_						NA			NA		1997
	0.39	120	R	From:		59-713				NA			NA		1997
639	0.55	120	IX.	To:		Dead End				INA			INA		1331
				From:		US 17									
640	2.30	910	G	95%	0%	2% 0%	3%	0%	С	0.092	F	0.588	910	G	2002
				From:		59-679									
640	2.45	720	G	95%	0%	2% 0%	3%	0%	F	0.099	F	0.544	720	G	2002
				From:		59-651									
640	0.20	260	R							NA			NA		1997
	2.25	440	_	From:		59-682		-							4007
640	0.35	140	R	To:		Dead End		1		NA			NA		1997
				From:		Dead End									
641)	0.80	170	R	<u> </u>		Doud Elid				NA			NA		1997
				To:		59-629 EAST									
	0.44	400	R	From:		59-629 WEST				NA			NA		1997
641)	U. <del>TT</del>	-100		To:		SR 33 SR 227				13/7			11/7		1001
			-	From:		US 17									
642)	0.02	220	R							NA			NA		05/03/2000
				To		59-606									

					Middlesex Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail		Ωk	Dir Factor	AAWDT	QW	Year
Middlesex County						110	41	1 actor			
	0.40	460	R	From:	SR 33	N/			NA		1997
643)	0.40	400	K	To:	50.636	1117	,		INA		1991
643	0.40	70	R	From:	59-636	N/			NA		1997
643)	00			To	Dead End		•				
				From:	Dead End						
644)	1.00	70	R	_		N/	١.		NA	05/	/08/200
				Tn-	59-629						
	1.57	220	R	From:	SR 3	N.			NA		1997
645)	1.57	220	IX.	To:	Dead End		•		INA		1551
				From:	SR 3						
646)	0.04	730	R	<u></u>		N/	١		NA	05/	/11/200
				To: From:	59-663; 59-699						
646)	0.78	180	R	110111.		N/	١		NA	05/	/11/2000
				To:	Dead End						
$\bigcirc$	0.00	40		From:	Dead End					0.5	1001000
647)	0.63	40	R	To:	59-605	NA I	١.		NA	05/	/08/200
				From:	59-604						
648)	1.97	130	R		39-004	N/			NA	05/	/08/200
040				To:	Dead End						
				From:	Dead End						
650	0.15	30	R			N/	١		NA	05/	/15/200
				To: From:	0.15 ME Dead End						
650	0.08	60	R			N/	١.		NA	05/	/15/2000
				To:	59-636						
	0.65	90	R	From:	59-640	N.			NA	05	/23/2000
651)	0.03	90	K	. —		IN/			INA	05/	23/2000
(SEA)	0.52	40	R	From:	59-685	N/			NA	05.	/23/200
651)	0.52			To:	Dead End		`		IVA	03/	23/200
				From:	SR 33						
652	0.45	480	R			N/	١		NA		1997
				To: From:	59-664						
652	0.05	130	R			N/	١		NA		1997
				To:	Dead End						
<u></u>	0.04	00	-	From:	SR 3				NIA		/11/000
653	0.34	20	R	To:	SR 3	N.A	١		NA	05/	/11/2000
				From:	Dead End						
654)	0.50	40	R		Dead End	NA	١		NA		1997
				To:	SR 33						
				From:	Dead End						
655)	0.21	40	R			N/	١		NA	05/	/11/2000
				To:	SR 3						
(CFG)	0.40	200	R	From:	59-637	N/			NA	05	/23/2000
656	0.40	200	11	To	Dead End	INA	•		INC	03/	-2012UU
				From:	SR 3						
657)	1.09	290	R			N/			NA	05/	/17/2000
				To:	Dead End						
				From:	59-695						
658	0.55	20	R	т	D. IE.	N/	١		NA	05/	/03/2000
				To:	Dead End						

					Middlesex Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:	Dead End	1						
659	0.13	170	R	<u> </u>	Dead End	1	NA			NA		1997
				To:	59-636							
$\bigcirc$				From:	Dead End							
660	0.34	130	R				NA			NA		1997
	0.40	400		From:	59-683	}	NIA.			NIA		4007
660	0.16	420	R			-	NA			NA		1997
	0.09	NA		From:	SR 33	<u> </u>	NA			NA		
660)	0.09	IVA		To:	Dead End	1	INA			INA		
				From:	59-623							
661)	0.20	6	R			_	NA			NA		05/17/2000
				To:	Dead End							
$\bigcirc$	2.12			From:	SR 33; 59-688							100-
662	0.40	60	R	To:	Dead End	1	NA			NA		1997
				From:	59-646; 59-699							
(663)	1.01	320	R		37-040, 37-077	1	NA			NA		05/11/2000
(000)				To	Dead End							
				From:	Dead End							
664)	0.17	80	R				NA			NA		05/15/2000
				To: From:	59-672	}						
664)	0.15	270	R	. —		7	NA			NA		05/15/2000
				In:	59-652							
(a)	0.40	140	R	From:	Dead End	]	NA			NA		05/03/2000
665)	0.40	140	IX.	To:	US 17; 59-616	1	INA			INA		03/03/2000
				From:	Dead End							
666	1.23	48	R				NA			NA		05/03/2000
				To:	59-606							
$\bigcirc$	2.12			From:	59-629							.= :00:000
667	0.40	60	R	To:	Dead End	1	NA			NA		05/09/2000
				From:	Dead End							
(668)	0.40	180	R		Dead End	1	NA			NA		05/08/2000
000				To:	59-619							
				From:	59-619							
669	0.60	100	R	т		1	NA			NA		05/17/2000
				10:	Dead End	<u> </u>						
(0.70)	0.58	NA		From:	Dead End/	]	NA			NA		
670	0.50	IVA		To:	59-00640(B)/	1	INA			INA		
				From:	Dead End	1						
671)	0.16	80	R			_	NA			NA		05/23/2000
				To:	US 17 BUS							
$\bigcirc$			_	From:	59-664		<b>.</b>					400=
672	0.65	90	R	To:	Dead End	1	NA			NA		1997
				From:	SR 33	<del></del>						
673	0.51	110	R		SC AG	J	NA			NA		05/17/2000
0.9				Tn·	Dead End	<u> </u>						
				From:	59-618	]			· <u> </u>			
674)	0.16	170	R			7	NA			NA		1997
				To:	59-706	<u> </u>						

					Middlesex Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pe	ak our Q	K Dir Factor	AAWDT	QW Year
Middlesex County				From:	SR 33	1				
675)	0.05	230	R		SR 33	۱ ۱	Α		NA	05/23/2000
0.0				To	59-674					
				From:	59-602					
676	2.27	440	R	To:	D. IE I	۱ ۱	A		NA	1997
				From:	Dead End 59-636					
677)	0.52	220	R		39-030	J	Α		NA	1997
011)	0.02			To:	Dead End	1				
				From:	SR 3					
678)	0.41	120	R	_		١	Α		NA	05/11/2000
				To:	Dead End					
	0.25	60	В	From:	59-640	_	^		NA	05/22/2000
679	0.35	60	R	To:	Dead End	1	A		NA	05/23/2000
				From:	59-602					
680	0.74	340	R	<u> </u>	37-002	, ,	Α		NA	06/01/2000
000				To:	Dead End					
				From:	SR 33					
681)	0.63	80	R	_		١	A		NA	05/17/2000
				To:	Dead End					
	0.22	420	В	From:	59-640	]	۸		NΙΔ	05/22/2000
682	0.32	120	R	To:	Dead End	1 '`	A		NA	05/23/2000
				From:	Dead End					
683)	0.33	270	R	_	Dette Ente	_ N	Α		NA	1997
000				To	59-660					
				From:	59-602					
684)	0.86	540	R			١	Α		NA	06/01/2000
				To:	Dead End					
	0.15	30	R	From:	Dead End	]	Α		NA	05/23/2000
685)	0.13	30	K	To:	59-651	] '`	^		INA	03/23/2000
				From:	59-622					
(686)	0.55	130	R		0, 022		Α		NA	05/11/2000
				To:	Dead End					
				From:	US 17					
(687)	0.50	50	R	To:		١ ١	A		NA	05/03/2000
				From:	Dead End					
(688)	0.24	110	R	FIOIII.	SR 33; 59-662		Α		NA	1997
(000)	0.24			To:	Dead End	] '	, ,		147.	1001
				From:	59-659					
(689)	0.13	100	R				Α		NA	1997
				To:	59-636					
$\bigcirc$				From:	Dead End					400-
690	1.42	730	R	To:	59-629	,	A		NA	1997
				From:	59-602	1				
691)	0.25	30	R	<u> </u>	37-002	۱ ۱	Α		NA	05/23/2000
031)				To:	59-602	<u></u>				
				From:	Dead End					
(692)	0.06	40	R			N	Α		NA	1997
				To: From:	59-701	<b>]</b>				
692	0.09	100	R			, N	Α		NA	1997
				To:	US 17 BUS					

					Middlesex Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	Dir Factor	AAWDT	QW	Year
Middlesex County				From:	59-640	1					
693)	2.94	70	R	<u> </u>	52 0.0	NA			NA		05/23/2000
				To-	Dead End						
				From:	59-663						
694	0.52	90	R			NA •			NA		05/11/2000
				To:	Dead End						
$\bigcirc$	4.00		_	From:	US 17	]					4007
695)	1.06	70	R	To:	59-602	NA 1			NA		1997
				From:		1					
696)	0.49	46	R		SR 33	J NA			NA		05/17/2000
(090)	00			To:	Dead End	]					00/
				From:	US 17 BUS						
697)	0.17	60	R	<u> </u>	00 11 000	NA			NA		05/23/2000
				To:	59-698						
				From:	59-617						
698)	0.07	30	R			NA			NA		05/23/2000
$\bigcup_{i=1}^{n}$				To:	59-697						
$\sim$				From:	59-646; 59-663						
699	0.31	260	R			NA			NA		05/11/2000
				To	Dead End						
$\bigcirc$	0.00	420	_	From:	Dead End	]			NIA		05/00/0000
700	0.06	130	R	To:	59-629	NA 1			NA		05/08/2000
				From:							
704	0.06	30	R		59-692	J NA			NA		1997
701)	0.00	00		To:	59-671	]			1471		1007
				From:	59-628						
702	0.79	540	R	<u> </u>	37 020	NA			NA		05/15/2000
102				To:	Dead End						
				From:	Dead End						
703)	0.78	170	R			NA			NA		1997
				To:	SR 33						
				From:	59-623						
(704)	0.39	100	R	_		NA			NA		05/17/2000
				To:	Dead End						
	0.40		_	From:	Dead End	]					05/00/000
705	0.46	360	R	To:	59-629	NA 1			NA		05/08/2000
				From:							
700	0.07	190	R	FIOIII.	SR 33	J NA			NA		05/23/2000
706)	0.07	190	K	To:	Dead End	]			INA		03/23/2000
				From:	SR 3 EAST						
707)	0.34	1200	R		SK 3 EAST	J NA			NA		05/11/2000
(101)				To	59-708	1					
707	0.07	1200	R	From:	39-708	NA			NA		05/11/2000
(101)				To:	59-629	1					
707	0.30	680	G	98%	0% 1% 0% 1% 0%	C 0.09	3 F	0.55	680	G	2002
707	0.00	-	-	To:	SR 3	]	• '	0.00	300	J	2002
				From:	Dead End	<u> </u>					
708)	1.40	110	R	<u> </u>	would will	NA			NA		05/11/2000
				To:	59-707	<u> </u>					
				From:	Dead End				-		-
709	0.25	90	R			NA			NA		1997
$\bigcirc$				To:	59-631						

						JIESEX IVIAITILEITA									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:		Dead End		1							
710	0.35	400	R			Dead Elid				NA			NA		05/15/2000
				To:		SR 33									
				From:		US 17									
(711)	0.08	40	R							NA			NA		05/08/2000
				To: From:		59-647									
740	1.07	410	R	From:		59-631				NA			NA		05/15/2000
712	1.07	710	1	To:		Dead End				INA			INA		03/13/2000
				From:		59-639									
713)	0.55	190	R							NA			NA		1997
$\overline{}$				To:		Dead End									
$\bigcirc$			_	From:		59-712									
714)	0.34	170	R	To:		Dead End				NA			NA		1997
				From:											
745	0.15	40	R	Piolii.		Cul-de-Sac				NA			NA		06/01/2000
715	0.13	-10	1	To:		59-676				INA			INA		00/01/2000
				From:		59-631		1							
716	0.07	210	R							NA			NA		1997
				To:		59-717									
				From:		59-716									
717	0.19	180	R							NA			NA		1997
				To:		59-718									
	0.15	440	В	From:		59-717				NIA			NΙΔ		1007
718)	0.15	140	R	To		59-720				NA			NA		1997
				From:		59-605 SOUT	н								
(719)	0.34	6	R			39-003 300 1	11			NA			NA		05/08/2000
(19)				To:		59-605 NORT	Н								
				From:		59-718									
720	0.12	110	R							NA			NA		05/15/2000
				To: From:		59-721		•							
720	0.17	80	R							NA			NA		05/15/2000
				To:		Dead End									
$\bigcirc$				From:		Cul-de-Sac									0=11=10000
721)	0.02	20	R	To:		59-720				NA			NA		05/15/2000
				From:											
(725)	0.70	280	R	110111		Dead End				NA			NA		05/11/2000
725)	0.10	200	••	To		59-629							10.		00/11/2000
				From:		59-625		1							
727)	0.20	40	R							NA			NA		05/17/2000
				To:		Dead End									
				From:		SR 3									
730	0.10	660	R							NA			NA		05/23/2000
				To:		Dead End									
	0.40	040	_	From:		Dead End				N.1.A			NIA		05/00/0000
740	0.13	240	R	To:		59-620				NA			NA		05/23/2000
						J7-04U		<u> </u>							
Town of Urbanna				From:		SR 227		1							
(1001)	0.33	1200	G	98%	0%	1% 0%	0%	0%	С	0.088	F	0.542	1200	G	2002
				To:		59-1006									
(1001)	0.14	710	G	98%	0%	2% 0%	1%	0%	F	0.098	F	0.504	700	G	2002
				To:		59-1007									

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Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Truck- Axle 17	rail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Urbanna				From:		59-10	07		1							
(1001)	0.18	340	G	98%	0%			%	0%	С	0.111	F	0.629	340	G	2002
(1001)				To		59-10										
				From:		Dead l	End		1							
1002	0.23	340	R								NA			NA		1997
				To:		SR 227; 5	9-1005									
$\bigcirc$	2.42			From:		59-10	09									
1003	0.12	910	R	To:		SR 2	27				NA			NA		1997
				From:		Dead l			1							
1004)	0.05	60	R			Dead	CHU				NA			NA		1997
(1004)				To:		SR 2	27									
				From:		SR 2	27									
1005	0.25	830	G	99%	0%			%	0%	С	0.115	F	0.595	820	G	2002
				To: From:		59-10	06									
1005	0.15	590	G	99%	0%			%	0%	F	0.098	F	0.611	590	G	2002
				To: From:		59-10	07									
1005	0.09	270	R	FIOIII.							NA			NA		1997
				To: From:		59-10	13									
1005	0.06	140	R	From:					4		NA			NA		1997
				To:		59-10	08									
$\sim$				From:		59-10										
1006	0.10	270	G	98%	0%	1% (	)% 1	%	0%	С	0.112	F	0.536	260	G	2002
				To: From:		59-10	05									
1006	0.14	80	R	_							NA			NA		1997
				To:		Dead l										
	0.10	80	R	From:		59-10	01				NIA			NΙΔ		1007
1007	0.10	00	ĸ								NA			NA		1997
$\overline{}$	0.07	250	R	From:		59-10	05				NIA			NA		1997
1007	0.07	250	K	To:		59-10	22				NA			INA		1997
				From:		59-10			1							
1008)	0.13	90	R	<u> </u>		39-10	01				NA			NA		1997
				To:		59-10	14									
				From:		59-10	03									
1009)	0.04	1000	R								NA			NA		1997
				To:		SR 2	27									
Middlesex County				From:		D 11										
1010)	0.08	90	R	r tom.		Dead l	end				NA			NA		1997
1010	0.00	•	•••	To		50 1000 0	OLIMIA				10.					1001
(1010)	0.17	190	R	From:		59-1023 S	OUTH				NA			NA		1997
1010	0.17	130		To:		59-10	16				14/4			IVA		1007
				From:		29-10										
(1010)	0.14	380	R								NA			NA		1997
<u> </u>				To: From:		59-1023 N	ORTH									
1010)	0.19	1000	R	. —		an a					NA			NA		1997
				To:		SR 2	21									
Town of Urbanna				From:		SR 2	27		I							
(1010)	0.05	830	R	<u> </u>		SK Z	-1				NA			NA		1997
				Ta		59-10	25									
(1010)	0.06	480	R	From:		39-10	۷.3				NA			NA		1997
				To:		50.10	10									
1010)	0.08	260	R	From:		59-10	19				NA			NA		1997
1010	0.00		••	To:		59-10	20				, .					.001
				1			_									

					Middlesex Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Tra	(.)(;	QK Dir Factor A	AWDT QW	Year
Middlesex County				From:		+			
1011)	0.50	270	R	rioiii.	Dead End	_ NA		NA	1997
1011)				To	59-602	]			
Town of Urbanna						_			
(1012)	0.30	220	R	From:	Dead End	_ NA		NA	1997
(1012)	0.00	220	• • • • • • • • • • • • • • • • • • • •	To:	59-1005	7		14/1	1007
				From:	59-1001				
1013)	0.17	60	R			NA		NA	1997
				To-	59-1014				
	0.19	90	R	From:	59-1001	_ NA		NA	1997
1014	0.13	30	IX.	To:	59-1013	٦ '``		INA	1331
				From:	SR 227				
1015)	0.11	260	R			NA		NA	1997
				To-	ECL URBANNA				
Middlesex County				From:	Dood End	1			
1016	0.25	180	R		Dead End	L NA		NA	1997
1010				To:	59-1010				
Town of Urbanna						_			
	0.04	500	_	From:	SR 227			NIA	4007
1017	0.04	560	R	To:	Dead End	NA T		NA	1997
				From:	Dead End	1			
1018)	0.13	60	R	<u> </u>	Dead End	NA NA		NA	1997
				To-	59-1001	7			
				From:	59-1021				
(1019)	0.12	120	R	To:	50 1001	NA NA		NA	1997
				From:	59-1001				
1020	0.05	70	R	110111.	Dead End	_l NA		NA	1997
(1020)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	59-1021	٦			1001
(1020)	0.12	190	R	From:	39-1021	NA NA		NA	1997
1020				To-	59-1001	]			
_				From:	59-1019				
(1021)	0.14	45	R	_		NA		NA	1997
				To:	Dead End	<u> </u>			
	0.04	50	R	From:	Dead End	_ NA		NA	1997
1022	0.04	30	K	т	50 1007	7		INA	1991
(1022)	0.05	160	R	From:	59-1007	NA		NA	1997
(1022)				To:	Dead End				.001
Middlesex County									
	0.00		_	From:	59-1010 NORTH			NIA	100
(1023)	0.06	440	R			NA _		NA	1997
$\overline{}$	0.04	60		From:	59-1024 NORTH			NIA	1007
(1023)	0.24	60	R			NA -		NA	1997
	0.06	60		From:	59-1024 SOUTH	NIA.		NΙΛ	1007
1023	0.06	60	R	To:	59-1010 SOUTH	NA T		NA	1997
				From:	59-1023 SOUTH	1			
1024	0.22	180	R		37 1023 300 111	NA NA		NA	1997
				To:	59-1023 NORTH	<u> </u>			

					Wilderesex Waintenance / trea					
Route	Length	AADT	QA	4Tire	Bus		QK Dir Factor	AAWDT QV	V Year	
Town of Urbanna				From:	Dead End	1				
(1025)	0.06	60	R		Dead End	NA		NA	06/01/200	
				To:	59-1010					
$\overline{}$				From:	59-1001	<u> </u>				
1026	0.06	20	R	To:	Cul-de-Sac	NA T		NA	06/01/200	
				From:	59-1001	<u> </u>				
1027)	0.06	90	R		37-1001	NA NA		NA	06/01/200	
				To:	Cul-de-Sac	1				
$\bigcirc$				From:	59-1001					
1028	0.12	110	R	To:	Cul-de-Sac	NA T		NA	1997	
Middlesex County					Cui-uc-sac	_				
				From:	59-1032					
(1030)	0.04	50	R			NA		NA	05/03/200	
				To: From:	59-1031	]				
(1030)	0.09	70	R	To:	50.000	NA		NA	05/03/200	
				From:	59-609					
(1031)	0.16	60	R		59-1030	NA NA		NA	05/03/200	
(1031)				To:	59-1033	<b></b>				
(1031)	0.03	20	R	From:	37-1033	NA		NA	05/03/200	
				To:	Dead End	]				
				From:	Dead End					
(1032)	0.24	30	R	To	40.4000	NA n		NA	1997	
				From:	59-1030 29-1030					
1032	0.16	30	R			NA		NA	1997	
				Tn·	59-1033					
1033	0.04	_		From:	59-1032	<u> </u>	NIA			
	0.04	8	R	To:	59-1031	NA T		NA	05/03/200	
				From:	Dead End	<u> </u>				
(1035)	1.56	370	R		Dead Elid	NA		NA	05/11/200	
		-			To:	SR 3				
				From:	Cul-de-Sac					
(1036)	0.66	90	R	To:	50.1005	NA NA		NA	05/11/200	
				From:	59-1035	1				
	0.92	NA		r toin.	Cul-de-Sac	NA NA		NA		
1037				To:	59-1035	]				
				From:	Dead End					
1040	1.11	80	R			NA		NA	1997	
				Tn·	SR 33					
	0.78	NA		From:	SR 33	NA		NA		
(1041)	0.76	NA				INA T		INA		
(1041)	0.48	NA		From:	59-1090; 59-1091	NA		NA		
1041)				To:	59-1094	<u></u>				
				From:	59-1044					
1042)	0.43	240	R			NA		NA	1997	
				To:	SR 33	<u> </u>				
$\bigcirc$	^ 77	400	_	From:	Cul-de-Sac			NIA.	4007	
1043	0.77	180	R	To:	SR 33	NA T		NA	1997	
					SK 33	1				

					Middlesex Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT QV	V Year
Middlesex Countv				From:	Cul-de-Sac	j			
(1044)	0.40	80	R	To:	50 1042	NA 1		NA	1997
				From:	59-1043	<u> </u>			
(1045)	0.14	110	R		59-615	J NA		NA	06/01/2000
				To:	Cul-de-Sac				
$\bigcirc$				From:	Cul-de-Sac				
1046	0.13	120	R	To:	59-615	NA 1		NA	06/01/200
				From:	Cul-de-Sac	I			
(1047)	0.18	80	R		Cui-de-Sac	NA		NA	06/01/200
				To:	Cul-de-Sac				
$\bigcirc$				From:	Cul-de-Sac				
1050	0.09	40	R	To:	59-676	NA 1		NA	06/01/200
				From:		1			
(1051)	0.09	50	R		Cul-de-Sac	I NA		NA	06/01/200
(1001)				To:	59-676				
				From:	Cul-de-Sac				
(1052)	0.26	140	R	To	50.676	NA 1		NA	06/01/2000
				From:	59-676	1			
(1053)	0.06	40	R	r toni.	59-676	J NA		NA	06/01/2000
	0.00			To:	59-1054	]			00/0//200
				From: Cul-de-S	Cul-de-Sac				
(1054)	0.12	30	R			NA		NA	06/01/2000
			From: 59-1053						
1054	0.08	10	R	To:	0.11.0	NA 1		NA	06/01/2000
				From:	Cul-de-Sac				
(1055)	0.09	40	R		Cul-de-Sac	NA		NA	06/01/200
(1055)				To:	59-1056	1			
1055	0.19	80	R	From:	37-1030	NA		NA	06/01/2000
				To:	59-676				
				From:	Cul-de-Sac				
(1056)	0.10	49	R	To:	59-1055	NA 1		NA	06/01/2000
				From:	SR-00003(B)/	<u> </u>			
1060	0.13	NA			SK-00003(B)/	NA		NA	
				To:	59-01061(B)/				
$\bigcirc$				From:	Dead End/				
1061)	0.99	NA		To:	Cul-de-Sac/	NA 1		NA	
				From:	59-01061(B)/	ļ			
1062	0.07	NA			39-01001(B)	NA		NA	
				To:	Cul-de-Sac/				
(1063)				From:	59-01061(B)/				
	0.22	NA		To:	Cul da Caal	NA 1		NA	
				From:	Cul-de-Sac/	<u> </u>			
1064	0.07	NA		<u> </u>	59-01061(B)/	NA		NA	
				To:	Cul-de-Sac/	]		·	
				From:	SR-00227(B)/				
(1070)	0.70	NA		T.		NA		NA	
				To:	Cul-de-Sac/				

					Middlesex Maintenan	ce Area																											
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle	ck 1Trail 2Trai	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year																				
Middlesex County				From:	59-01070(B)/		ı																										
(1071)	0.08	NA			57 01070(B)			NA			NA																						
				To	Cul-de-Sac/																												
$\bigcirc$	0.40	NIA		From:	59-01071(B)/			NΙΔ			NIA																						
1072	0.12	NA		To:	Cul-de-Sac/		1	NA			NA																						
				From:	Dead End/																												
1080	1.81	NA						NA			NA																						
				To:	SR-00003(B)/MARINER	S WOOD																											
	0.26	NA		From:	59-01080(B)/			NIA		NA																							
1081	0.20	INA		To:	Dead End/		1	NA			INA																						
				From:	59-01081(B)/																												
1082	0.43	NA						NA			NA																						
				To:	Dead End/																												
	0.40	NA		From:	Cul-de-Sac/		ļ	NIA			NIA																						
1090	0.16	NA		To:	59-01041(B)/59-01091	1(U)/	]	NA			NA																						
				From:	59-01041(B)/59-01090																												
(1091)	0.64	NA			,		<i>.</i>	NA			NA																						
				To	59-01041(B)/																												
(1092)	0.05	A.C.		From:	59-01091(B)/			NIA			NIA																						
	0.25	NA		To:	Cul-de-Sac/		1	NA			NA																						
				From:	59-01091(B)/		<u> </u>																										
1093	0.17	NA		<u> </u>	35 01051(B);		1	NA			NA																						
				To:	Cul-de-Sac/																												
				From:	Cul-de-Sac/																												
1094	0.14	NA		To:	Cul-de-Sac/		1	NA			NA																						
				From:			ļ																										
1101)	0.70	550	550	G	96%	Dead End 0% 3% 0%	1% 0%	С	0.114	F	0.565	550	G	2002																			
				To:	SR 33		]																										
				From:	Dead End		]			-																							
1102	1.13	1600	G	96%	0% 3% 0%	1% 0%	C	0.091	F	0.554	1600	G	2002																				
				To: From:	SR 33																												
1103)	0.50	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	R	rioni.	SR 33		J	NA			NA		1997
1103)	0.00	170		To:	59-1102		]	14/ (			14/ (		1007																				
				From:	Dead End																												
1104	0.50	430	G	96%	0% 2% 0%	1% 0%	С	0.148	F	0.526	430	G	2002																				
				To:	59-1102																												
	0.23	200	R	From:	59-1102		ļ	NA			NA		1997																				
1105	0.25	200	IX.	To:	Dead End		1	INA			INA		1991																				
				From:	SR 33		·																										
1106	0.12	48	R				4	NA			NA		1997																				
				To	Dead End																												
$\bigcirc$	0.00	400	_	From:	Dead End		l	A1.0			210		100																				
1107	0.22	100	R	To:	59-1101		1	NA			NA		1997																				
						From:	Dead End		l																								
1108	0.33	130	R	<u> </u>	Dead End		J	NA			NA		1997																				
				To:	59-1104			-			-																						
				From:	Dead End																												
1109	0.16	80	R				1	NA			NA		1997																				
				To:	59-636																												

					Middlesex Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra		Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:	GD 22	1						
(1110)	0.18	280	R	FIOIII.	SR 33	_	NA			NA		1997
(1110)	0.10	200	••	To	Dead End					10.		1001
				From:	Dead End							
(1111)	0.43	210	R			_	NA			NA		1997
				To:	59-1102							
<u> </u>				From:	SR 33							
(1112)	0.15	190	R			_	NA			NA		1997
				To:	Dead End	<u> </u>						
	0.00	400	_	From:	Dead End		NIA			NIA		4007
1113	0.28	130	R	To:	SR 33	7	NA			NA		1997
				From:		1						
(1120)	0.40	150	R		59-633	_	NA			NA		05/15/2000
1120	0.10		•••	To:	59-1121					10.		00/10/2000
				From:	59-1124							
(1121)	0.09	70	R			-	NA			NA		05/15/2000
$\bigcup_{i=1}^{n}$				To:	59-1123	<b></b>						
(1121)	0.06	100	R	From:	37-1123	_	NA			NA		05/15/2000
				To:	59-1120							
(1121)	0.05	80	R	From:	37-1120	-	NA			NA		05/15/2000
(1121)				To:	59-1122	7						
(1121)	0.01	6	R	From:	39-1122		NA		NA		05/15/2000	
	0.0.		•••	To	Dead End	7						00/ 10/2000
	0.18		R	From:	Cul-de-Sac	Ī	NA		NA		05/15/2000	
(1122)		80				_						
				To:	59-1121							
				From:	Cul-de-Sac							
(1123)	0.11	60	R			_	NA		NA		05/15/2000	
				To:	59-1121							
				From:	59-1121							
(1124)	0.05	45	R	To:	0.11.0	_	NA			NA		05/15/2000
				From:	Cul-de-Sac	<u> </u>						
	0.51	NA		From:	SR-00033(B)/	_	NA			NA		
1130	0.51	IN.		To:	Dead End/	7	INA			INA		
				From:	SR 33							
9256	0.15	130	R	<u> </u>	SK 33	_	NA			NA		1997
9230)				To:	ST CLAIR WALKER SCH	1						
				From:	SR 33							
9257	0.09	80	R	-		_	NA			NA		1997
				To:	WILTON ELEM SCH							
				From:	US 17	]						
9258)	0.15	210	R			_	NA			NA		1997
				To:	MIDDLESEX HIGH SCH	<u> </u>						
$\bigcirc$			_	From:	SR 33 RAPPAHANNOCK							
9259	0.11	80	R	To:	OEN ELEM CON	7	NA			NA		1997
				10.	CEN ELEM SCH	1						